

(c) if so, the reaction of the Pakistan thereto?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (c) Unprovoked firing by Pakistani troops across the Line of Control and International Border in J & K is a recurring phenomenon. Appropriate and adequate response is made by the Army to suitably counter such firing. Weekly telephonic conversations between the Indian Director General of Military Operations and his counterpart, and local level flag meetings, are utilised to convey our concern at such incidents. These channels have been effective in keeping tensions under check along the border.

[English]

National Monuments

334. SHRI SULTAN SALAHUDDIN OWAISI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether it is a fact that Charminar and Macca Masjid are one of the oldest national monuments in Hyderabad;
- (b) if so, whether large sections of people from India and abroad visit these monuments;
- (c) if so, whether any restrictions were imposed by the authorities for visitors;
- (d) if so, whether this has resulted deterioration in the condition of Charminar and Macca Masjid;
- (e) whether the Government are considering to provide sufficient funds for these monuments and to lift restrictions on the visitors; and
- (f) the time by which the Government are likely to prepare an action plan for their beautification, with a view to make them attractive for the tourists ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir. Charminar is a centrally protected monument and Macca Masjid is looked after by the Government of Andhra Pradesh.

(b) Yes, Sir.

(c) Visitors are not allowed to go to the top storey of the Charminar since 17.11.1986 following an accident in which five members of a family committed suicide by jumping from the top floor of the Minar.

(d) No, Sir.

(e) and (f) The Charminar monument is in a good state of preservation and regular attention is paid towards its maintenance. There is no proposal to lift the restriction for visiting the top storey of Charminar.

Inclusion of State Roads as N.Hs.

335. SHRI CHHITUBHAI GAMIT : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether his Ministry has taken up with the Planning Commission the issue of inclusion of State roads proposed to be declared as National Highways during the Ninth Plan period; and

- (b) if so, the details thereof ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) 9th Plan has yet to be finalised and it is too early to give details.

[Translation]

Encroachment in Danapur Cantt., Bihar

336. SHRI SHATRUGHAN PRASAD SINGH : Will the Minister of DEFENCE be pleased to state :

(a) whether the entire nearby land of the bus-stand located in Danapur Cantt. under Patna District of Bihar has been encroached; and

(b) if so, the steps taken by the Government to free the above land from the encroachment ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) Part of land of the bus stand and nearby area measuring approximately 558 sq meters has been encroached upon.

(b) The Cantonment Board has initiated action for removal of the encroachment.

[English]

Private Participation in Port Sector

337. SHRI S.D.N.R. WADIYAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have identified areas for the private sector participation in the port sector;

- (b) if so, the details thereof;

(c) whether the Government have issued any clear cut guidelines for the major ports in that regard; and

- (d) if so, the details thereof ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) Yes, Sir.

(b) The following areas have been identified for private sector participation in the port sector :—

- (1) Leasing out existing assets of the port.

(2) Construction/Creation of additional assets, such as :

- (i) Construction and operation of container terminals.
- (ii) Construction and operation of bulk, break bulk, multipurpose and specialised cargo berths.
- (iii) Warehousing, Container Freight Stations, storage facilities and tank farms.
- (iv) Cranage/Handling Equipment.
- (v) Setting up of captive power plants.
- (vi) Dry docking and ship repair facilities.

(3) Leasing of equipment for port handling and leasing of floating crafts from the private sector.

(4) Pilotage.

(5) Captive facilities for port based industries.

(c) Yes, Sir.

(d) The salient features of the guidelines are as under :

- (i) The existing legislative framework permits private sector participation in ports.
- (ii) Ports will continue to discharge their regulatory role under Major Port Trusts Act, 1963.
- (iii) In identified projects to be put out on tender on BOT basis, the feasibility report will be made at the expense of the port, the cost of which will be subsequently recovered from the successful tenderer.
- (iv) BOT model will be generally used for private sector participation with the assets reverting free to the port after concession period. Evaluation will be made on the basis of criteria laid down clearly in the tender document and will be on the basis of maximum realisation to the port using NPV analysis.
- (v) The concession period would be decided upon by the respective Port Trusts in each case with the maximum period not exceeding thirty years.
- (vi) The Port will give no guarantee either for financial return or for the traffic which can be expected.
- (vii) The Tariff Authority may fix a ceiling tariff and leave the private entrepreneur free to charge upto to the ceiling at the rates to be notified by the entrepreneur. If the Tariff Authority is satisfied, a suitable periodic increase in tariff may be permitted on justified grounds.
- (viii) Private Sector participation will be on the basis of open competitive bidding based on two cover system.
- (ix) The criteria for evaluation in taking on lease equipments/port crafts by Port Trust, and for pilotage will be the least cost to the ports.
- (x) There will be no adverse effect on port labour. No retrenchment will be done without the concurrence of labour and only in accordance with Industrial Disputes Act and relevant labour laws. Lessee will be bound by all the labour laws of the country.

Teesta Canal Project of W.B.

338. SHRI P.R. DASMUNSI : Will the Minister of WATER RESOURCES be pleased to state :

- (a) total plan and new plan support or loan given to West Bengal Government since the Teesta Canal Project of North Bengal was conceived;
- (b) the share of amount spent by West Bengal Government in those years; and
- (c) the present progress of the project and when it is likely to be completed including cost involved ?

THE MINISTER OF WATER RESOURCES (SHRI JANEHWAR MISHRA) : (a) Teesta Project received special Central Assistance of Rs. 5.00 crores in 1983-84 and Rs. 10.00 crores each in the years 1986-87 and 1987-88. Additional Central Assistance (A.C.A.) of Rs. 150.00 crores has been approved during VIII Plan. Further C.L.A. of Rs. 10 crores was sanctioned for the project under Accelerated Irrigation Benefit Programme in 1996-97, out of which Rs. 5 crores was released as the first instalment.

- (b) The amount spent by the State Government upto 1994-95 is about Rs. 457 crores.
- (c) The progress made in the project upto June 1996 is given in the statement attached. The completion of the project will depend upon the priority attached to it by the State Government. Against an estimated cost of Rs. 695 crores at 1990 price level the total anticipated expenditure upto 1994-95 is about Rs. 593.00 crores.